

CIA TRAFFIC ADVISORY COMMITTEE MEETING MINUTES
29 JANUARY 1986

1. [] Acting Chairman, CIA Traffic Advisory Committee (TAC) called the tenth meeting to order at 3:30 p.m. A list of attendees is attached. [] gave a brief status of construction activities funded by CIA. His summary follows:

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Site preparation and Parking Garage - Complete.

New Addition to Building - All structural steel is up and completion is still on schedule for August 1987.

Powerhouse Additions - Scheduled for completion Oct/Nov 1986.

Security/Visitor Centers - Work started in early January 1986 on the Rt. 123 Center. The second center at the George Washington Memorial Parkway (GWMP) is scheduled for completion in May 1987.

GWMP Improvements - Scheduled for completion in April 1986.

2. Mr. Maxfield inquired as to the status of Beltway improvements. Mr. Conley responded that the Virginia Department of Highways and Transportation (VDH&T) has made a field inspection and has scheduled work on improvements to the Cabin John Bridge approach to start in 1988 with completion in 1-1/2 to 2 years. This is the only VDH&T Beltway project currently active.

3. Mr. Maxfield stated that Mr. Fitzwater (former CIA Deputy Director for Administration) said money was available for the fifth lane (approach to the GWMP). [] stated that CIA is committed to identifying funds for this work but that funding depends upon the VDH&T project schedule. Mr. Maxfield asked to be informed as to which year the CIA has budgeted funds for this work. [] stated he would obtain that information.

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4. [] introduced Mr. John Fowler of Dewberry and Davis to make the presentation of the design drawings for the Rts. 123/193 realignment. This plan (known as Alternative No. 2) was previously selected by the TAC for implementation. Mr. Fowler described Alternative No. 2 as two at-grade signalized intersections with two through lanes in either direction with an allowance for a possible third lane in each direction if the CIA Traffic Management Plan is not successful. Mr. Maxfield asked how high the berm was at Rt. 193. Mr. Fowler responded 5 to 8 feet depending upon location.

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5. Mr. Maxfield inquired as to the schedule for work to be done at the Rt. 193/Chain Bridge Road intersection. Mr. Gehr responded that archaeological artifacts were found which require that a field archaeological investigation be undertaken. Worst case would be that the project would be cancelled because of historical preservation laws. The most optimistic schedule would be 2-5 years for completion.

6. Mr. Maxfield stated that he was concerned about all the road improvements in the area, not only the Rt. 123 realignment. Mr. Maxfield stated that the former CIA Deputy Director for Administration told him that no people would move into the new addition until road improvements were completed. There was considerable disagreement and lengthy discussion on this point between Mr. Maxfield and the Chairman.

[] stated that Mr. Maxfield raises this issue at every TAC meeting and that the CIA has not and will not commit to schedule occupancy of the new building based upon the completion of Rt. 123 road improvements. The Chairman advised that the CIA's position would this time be made a matter of record in the minutes of this meeting in order to forego any further discussion on this subject.

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7. Mr. Maxfield questioned the utility of the hiking/bicycle trail adjacent to the brick wall on the Evermay property line along Rt. 123. Mr. Fowler stated it now deadends at near the Potomac School Road intersection and that the trail could be easily removed if required. He noted the trail, although on a VDH&T right-of-way, is maintained by Fairfax County. Later in the meeting, Mr. Maxfield inquired who he could talk to about the trail. The Chairman advised him to contact Mr. Shiva Pant of Fairfax County.

8. Mr. Fowler continued his presentation by discussing the signage plan. Mr. Maxfield inquired whether the signs would be the same size as existing signs in the area. Mr. Fowler responded yes. No further concerns were expressed about the signage plan.

9. Mr. Maxfield asked what would happen to the abandoned Rt. 123 eastbound roadway area and if VDH&T planned to create a park. Mr. Conley responded no. Mr. Fowler followed with a presentation of the landscape drawing which showed how the areas in question would be treated. There were no concerns expressed about the specifics of the landscape plan as presented.

10. At this point, Mr. Fowler's formal presentation was complete and Mr. Maxfield stated that he wanted to have a discussion of the overall design. He felt that the Rts. 123/193 intersection should be further away (east) from its present design location. There was much discussion concerning the need for this. Mr. Maxfield stated he wanted it moved to

provide greater visual and noise separation from the Evermay property line. Mr. Fowler stated there were ways to handle these concerns other than moving the roadway. He provided drawings of the roadway moved further to the east and stated that in his professional opinion, it was not an acceptable solution to the perceived problem. He felt it would create an unsafe intersection because of the awkward angle formed with Potomac School Road and because of the difficulty cars would have with the angle (greater than 90°) of the dual left turn lane. He also stated it would not operate effectively because of the excessive yellow caution light time which would be required to allow cars to clear the intersection. Mr. Fowler stated that in his professional opinion the design presented to the TAC is the best engineering solution and recommends that VDH&T accept it.

11. Mr. Maxfield said he thought mutual agreement would rule. He wanted to know the process for resolution of differing opinions. Mr. Maxfield asked that if the angle formed with Potomac School Road by moving Rt. 193 east was too severe, why couldn't Potomac School Road be realigned to improve the angle. Mr. Fowler stated this would require securing right-of-way from at least one residence on Potomac School Road. The Chairman advised that alternative designs for implementation of Alternative No. 2 would be prepared for the 60% review for consideration by the Committee. Mr. Maxfield stated that there was no rationale to proceed to the 60% design stage without a resolution to his concern about the Rts. 123/193 intersection. Mr. Conley stated they would do everything possible to heighten the proposed berm. He stated, however, that VDH&T will not compromise the safety of the intersection. Mr. Maxfield stated it was not acceptable to him to have VDH&T to decide on the final design. [] stated that this will not be an arbitrary decision.

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12. Mr. Conley asked if the berm could be heightened. Mr. Fowler responded yes, but it had the potential of killing existing trees on the present berm.

13. Mr. Maxfield requested that a traffic light be placed at the Savile Lane/Merchant Lane intersection. Mr. Gehr stated that coordinated signal lights at Kirby Road, CIA, and Potomac School Road would create gaps in traffic to allow egress from those areas. Mr. Gehr stated that VDH&T would again review the situation to see if the intersection should be signalized.

14. Mr. Bozarth asked if the westbound ramp from Rt. 123 to Rt. 193 is situated so as to get the longest possible merger for westbound Rt. 193 traffic. Mr. Fowler stated yes and that moving Rt. 193 east, per Mr. Maxfield's request, would negate this desirable design feature.

15. Mr. Maxfield asked what would happen to the excess right-of-way. Mr. Fowler again referred to the landscape plan. Mr. Gehr stated that the land could be kept by the State as right-of-way or, at some time in the future, it could be declared excess. Adjacent homeowners would have right of first refusal in such instances before the land is put up for sale. Mr. Maxfield stated he thought the homeowners would prefer the State to hold on to the land. Mr. Bozarth felt it was important for the State to outline its policy for the area in question. Mr. Gehr asked Mr. Conley to see what needs to be done to preserve this area as open space.

16. Mr. Maxfield asked what would happen to the pavement in the Dunaway Dr./Potomac School Road area. Mr. Fowler stated it would get a 1 to 1-1/2 inch overlay.

17. Mr. Maxfield asked what would be done to accommodate increased eastbound Rt. 123 traffic turning right onto Potomac School Road resulting from an expansion of the school. Mr. Fowler doubted that a suitable turn lane could be provided within the existing VDH&T right-of-way.

18. Mr. Maxfield asked if all visitors to CIA would use the Parkway entrance. [] stated for the most part yes, except for non-cleared visitors, trucks, buses, and taxis.

19. [] stated that copies of the design plans presented by Mr. Fowler and minutes of the meeting would be provided to all TAC members. He requested that TAC members provide CIA with comments no later than two weeks after receipt of the plans. Dewberry and Davis and VDH&T agreed to discuss options in the interim for addressing Mr. Maxfield's concerns about the Rts. 123/193 intersection.

20. [] closed the meeting at 5:20 p.m.

Attachment

Attendee List

Design Drawing

Landscape Drawing

Signage Plan

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CIA TRAFFIC ADVISORY COMMITTEE MEETING
29 JANUARY 1986

ATTENDEES

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
John Fowler	Dewberry & Davis	849-0291
Reed Winslow	Dewberry & Davis	849-0354
Roy Conley	VDH&T	(804) 786-2551
Charles Long	VDH&T	(804) 786-5869
David Gehr	VDH&T	359-1160
Don Bozarth	NCPC	724-0185
Ed Duffy	National Park Service	285-2600
Mike Carlin	Congressman Wolf	225-5136
Kent Maxfield	Ad Hoc Committee	769-5500

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